

Nottinghamshire Local Transport Plan Evidence Base Report

15. Parking

15.1 Park and Ride

15.1.1 Locations of existing sites

Park and ride sites are located along most of the main routes into Nottingham, with the exception of the A52 east and west of the City. There is also the potential for facilities further out of the City along the A60. Figure 162 below details the locations of the existing sites.

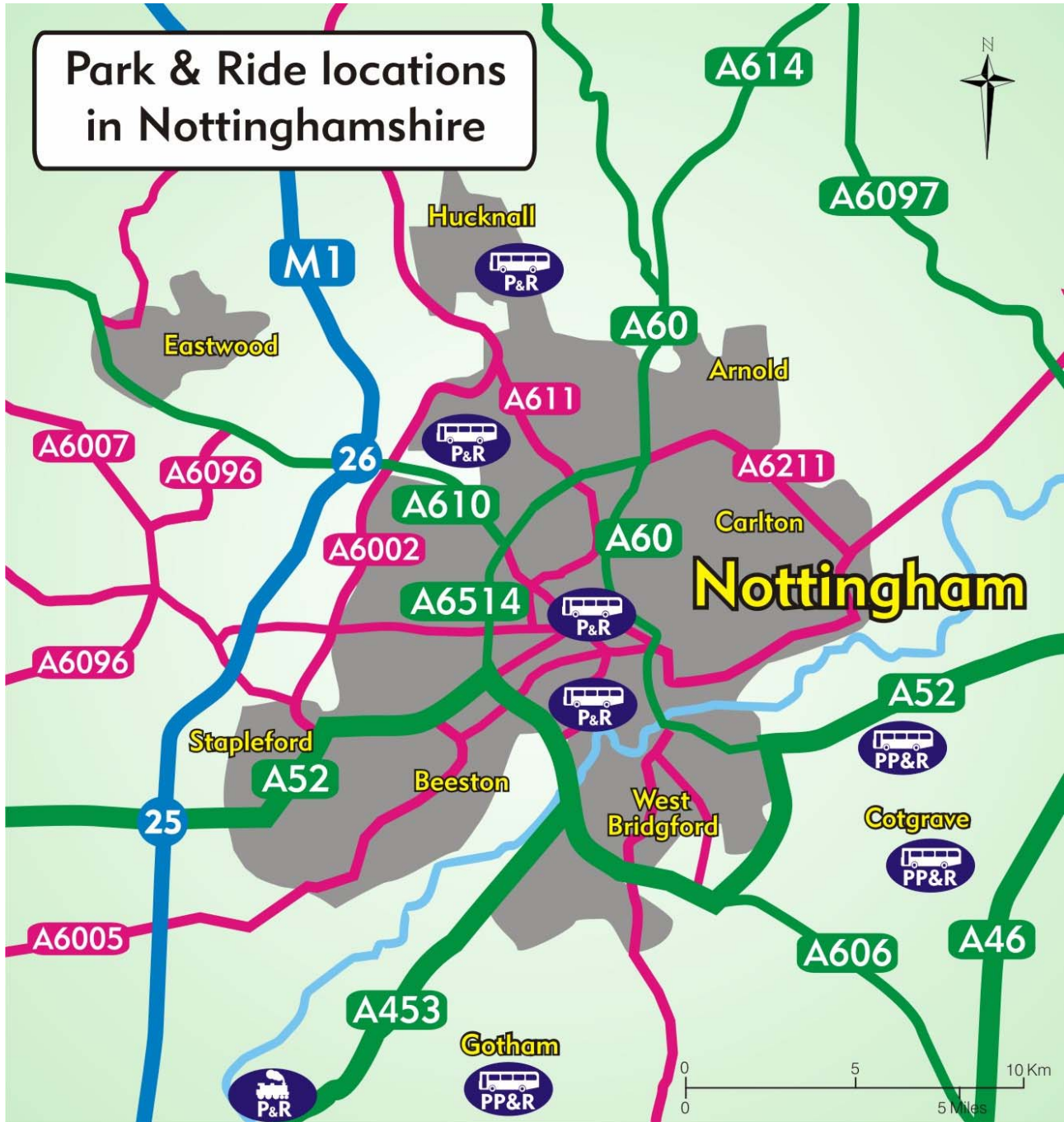


Figure 162: Locations of park & ride sites in Nottinghamshire

There are no permanent park & ride sites in the north of the county although temporary sites have been used in Mansfield to assist with large volumes of shoppers during December.

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15.1.2 Pocket park & ride

The County Council are in the process of introducing three 'pocket park and ride' sites in the county. These are park and ride sites located at existing private car parks on existing bus service routes. The proposed sites are:

- Shepherds restaurant, Cotgrave
- Miners' Welfare, Cotgrave, and
- Royal British Legion, Gotham.

15.2 Public car parks

15.2.1 Locations of existing sites

Public car parks in the county are predominantly owned and run by the district councils. Such car parks are mainly in the district centres and table 100 below details the locations of district council owned car parks, as well as the approximate numbers of spaces. There are also some privately run public car parks in Mansfield town centre (mainly at shopping and retail centres) with an additional 1,190 spaces.

Table 100: The locations, number and number of spaces of district council owned car parks

District	Location	No. of car parks	Approximate no. of spaces
Ashfield	Hucknall	8	681
	Huthwaite	1	31
	Jacksdale	1	31
	Kirkby in Ashfield	4	114
	Sutton in Ashfield	3	36
Bassetlaw	Retford	7	586
	Worksop	11	1,102
Broxtowe	Beeston	10	863
	Eastwood	7	156
	Kimberley	4	57
	Stapleford	4	141
Gedling	Arnold	7	402
	Burnstump	2	120
	Carlton	5	105
	Calverton	2	55
	Gedling	1	27
	Mapperley	2	192
	Netherfield	2	68
Mansfield	Forest Town	2	74
	Mansfield	15	2,135
	Mansfield Woodhouse	1	104
	Warsop	3	94
Newark & Sherwood	Edwinstowe	3	74
	Newark	7	841
	Ollerton	1	84
	Southwell	2	135
Rushcliffe	Bingham	3	145
	Gamston	1	112
	Keyworth	2	29
	Radcliffe on Trent	2	97
	West Bridgford	3	276

Source: District councils

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15.3 Freight parking

15.3.1 Locations of existing sites

Whilst lorries and coaches are able to use lay-bys and some other car parks throughout Nottinghamshire, there is one official lorry and coach park in the county. This facility is located close to the A1 on the A616 Great North Road at its junction with the A46 and the A617.

15.4 Civil parking enforcement

15.4.1 Impacts of the civil parking enforcement scheme

Civil parking enforcement (CPE) was introduced in Nottinghamshire in May 2008. The CPE powers gave the County Council the authority to enforce on-street parking violations. To determine the effects of the scheme, traffic surveys of parking patterns were undertaken before and after the introduction of the CPE scheme. Most of the 'before' surveys were undertaken in early 2008 although the surveys in Mapperley, Bingham and Beeston were undertaken only a few weeks before the introduction of CPE. The 'after' surveys were undertaken one year after the 'before' surveys were undertaken.

Impacts in commercial areas of district centres

Following the introduction of the CPE scheme, the percentage of vehicles violating parking restrictions on weekdays decreased in the commercial areas of all of the towns where monitoring was undertaken. The percentage of vehicles violating parking restrictions on weekends also decreased in the commercial areas of all of the towns where monitoring was undertaken with the exception of Bingham. Illegal parking in Bingham increased by 4% on Saturdays. The largest decreases in vehicles violating parking restrictions were seen in Retford (22% on weekdays and 26% on Saturdays). Smaller decreases were seen in Mapperley; Bingham and Beeston, probably because the 'before' surveys were undertaken after the publicity on the introduction of the scheme had started.

Figures 163 and 164 below show the percentage of vehicles violating parking restrictions on weekdays and Saturdays respectively in commercial areas before and after civil parking enforcement was introduced.

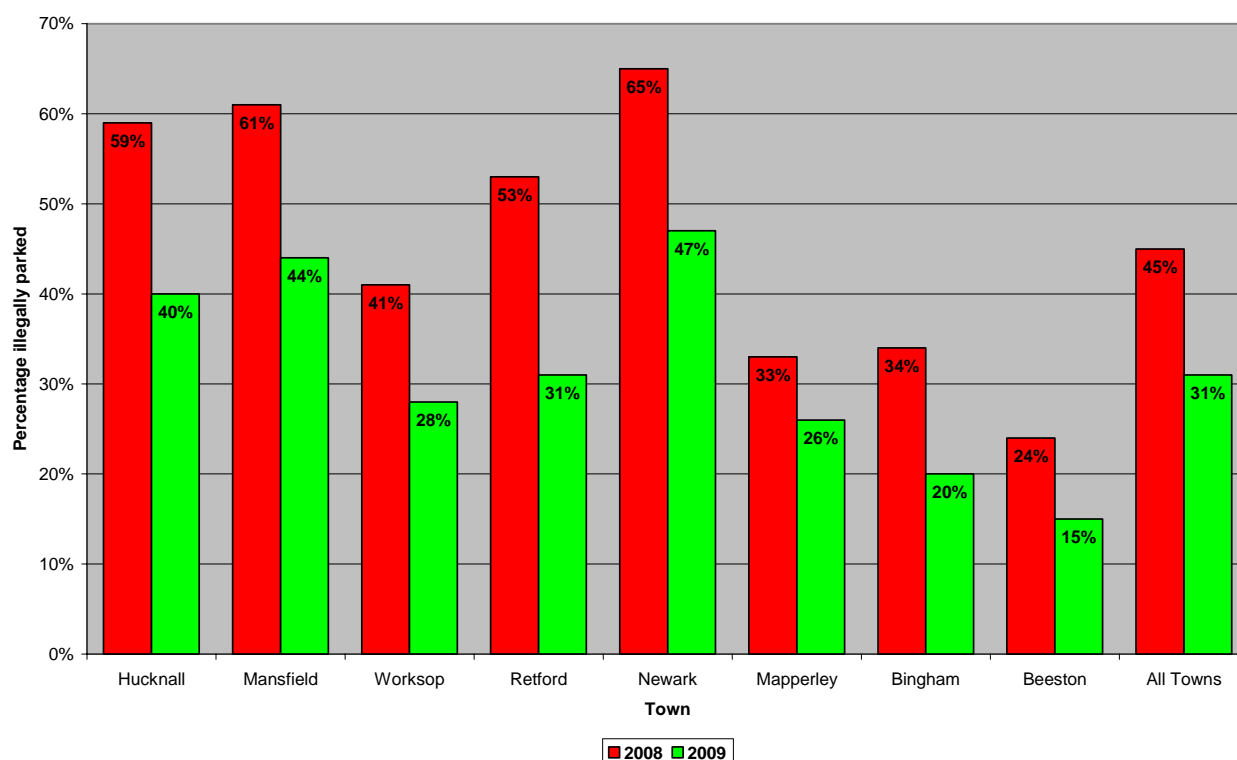


Figure 163: Percentage of illegally parked vehicles on weekdays in commercial areas before and after civil parking enforcement was introduced

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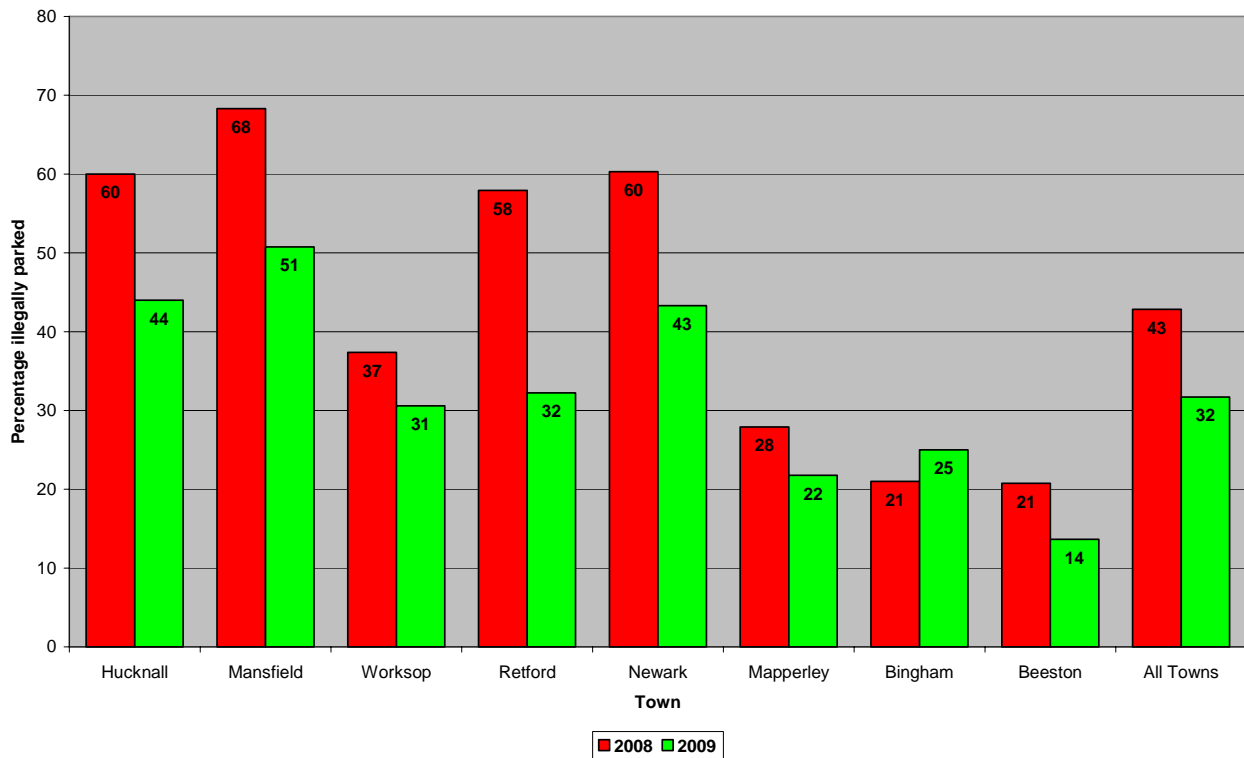


Figure 164: Percentage of illegally parked vehicles on Saturdays in commercial areas before and after civil parking enforcement was introduced

The length of time that vehicles violated parking restrictions was also monitored before and after CPE was introduced. On weekdays the length of time that vehicles violated parking restrictions decreased at each of the different types of locations except for violations at taxi bays, as shown below in figure 165. On Saturdays the length of time that vehicles violated parking restrictions decreased at each of the different types of locations except for violations at disabled bays, taxi bays and pedestrian zones, as shown below in figure 166.

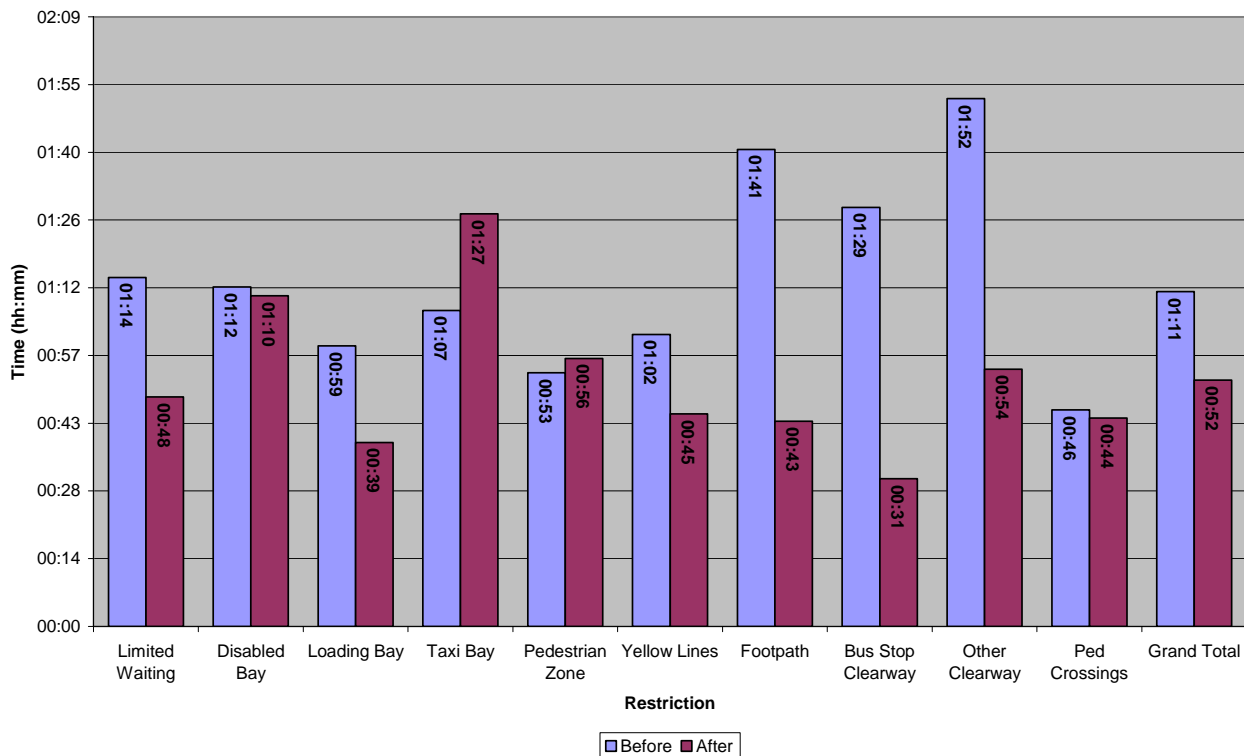


Figure 165: Length of stay by restriction across all towns on weekdays before and after the introduction of civil parking enforcement

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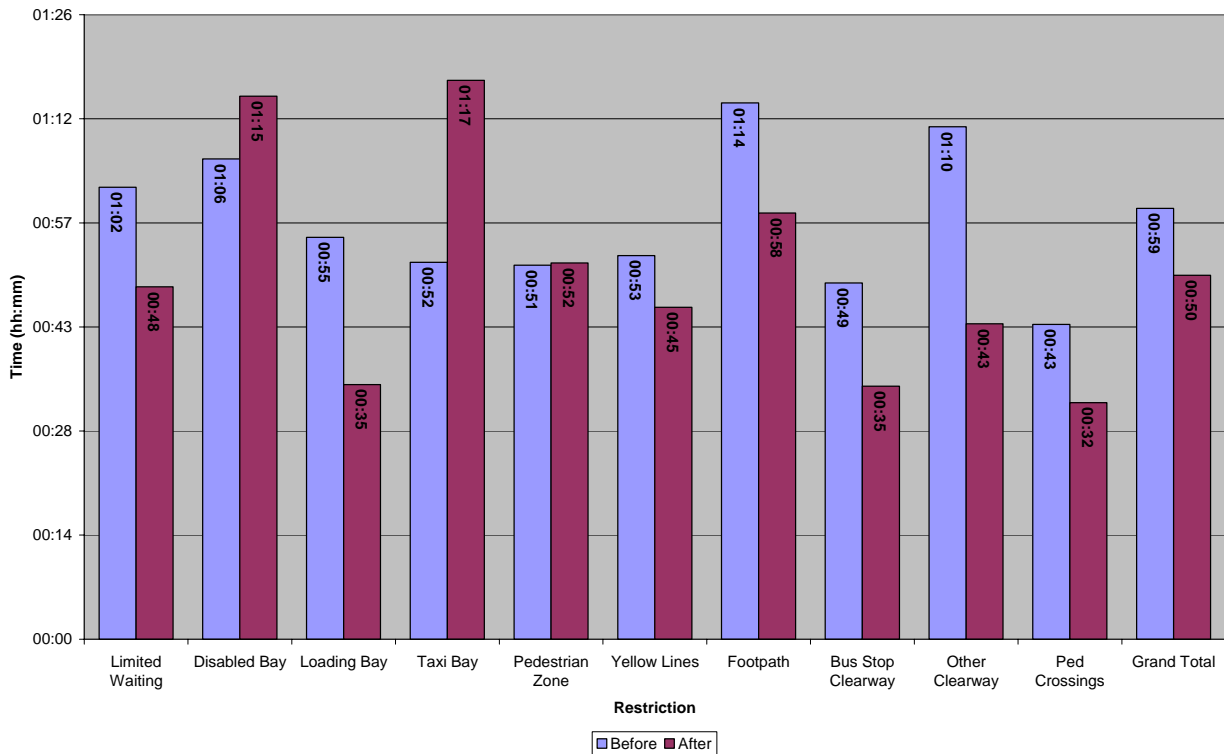


Figure 166: Length of stay by restriction across all towns on Saturdays before and after the introduction of civil parking enforcement

Impacts in residential areas

Surveys were also undertaken in residential areas close to district centres to determine the impact of CPE on residents' ability to park near their property. With the exception of Retford, the percentage of residents parking in residential areas on weekdays increased in all of the monitored locations. On Saturdays, however, the percentage of residents parking in residential areas decreased in Retford, Newark, Mapperley and Bingham. Figures 167 and 168 below detail the percentages of residents parking in residential areas on weekdays and Saturdays respectively.

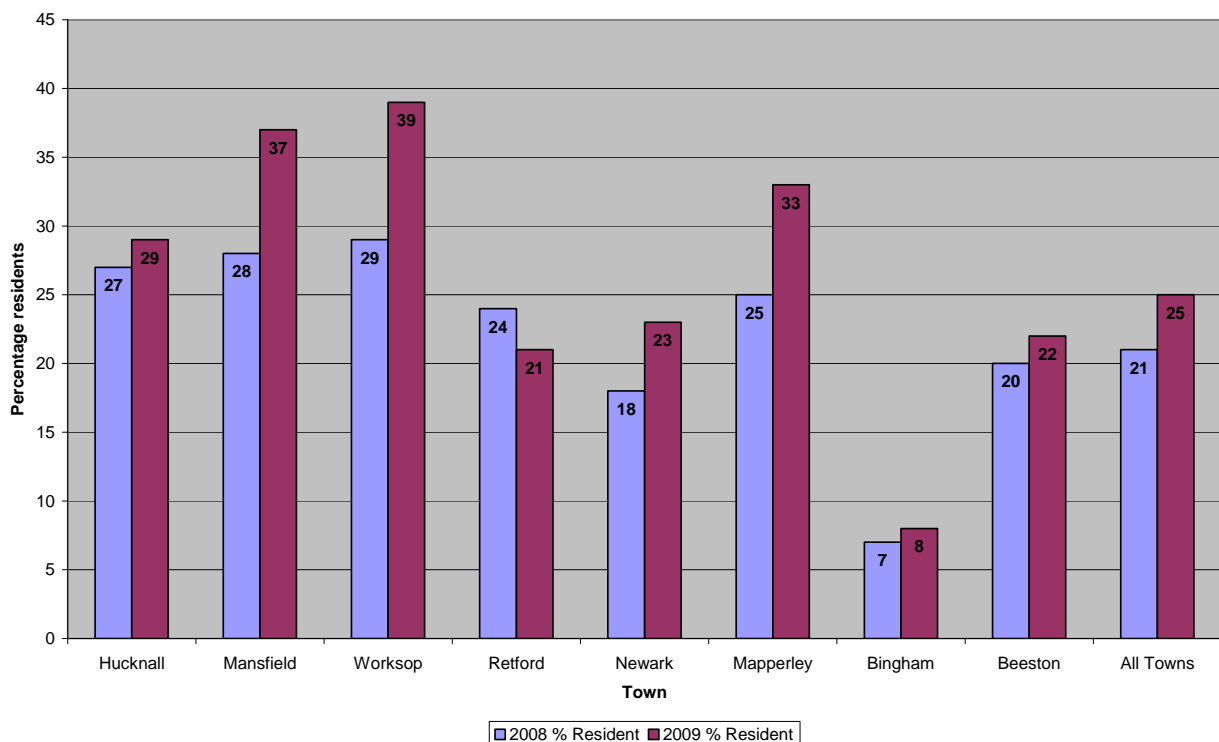


Figure 167: Percentage of vehicles parked on residential streets on weekdays who are residents (parked between 0600-0700 and during survey hours 0900-1700)

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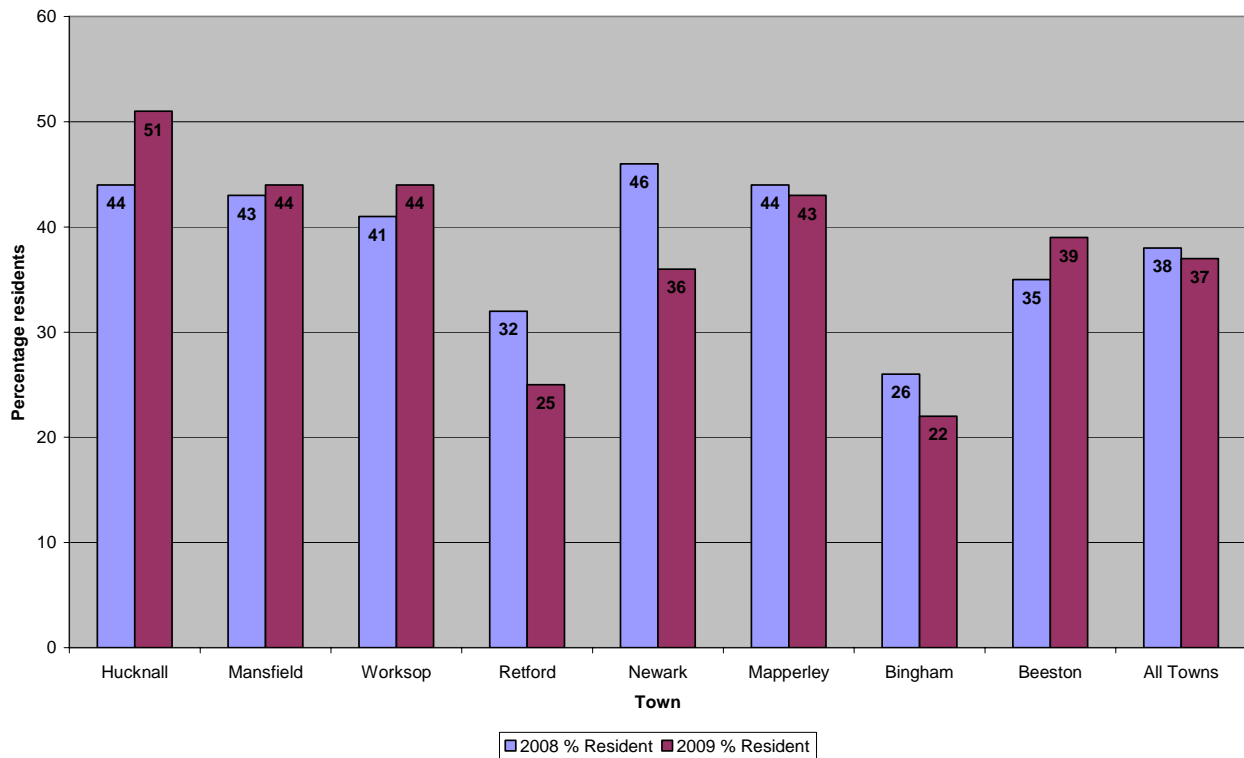


Figure 168: Percentage of vehicles parked on residential streets on Saturdays who are residents (parked between 0600-0700 and during survey hours 1000-1600)